Implementation of Sethu Samudram Canal Project

1950. SHRI S. MADHAVAN : Will the Minister of SURFACE TRANSPORT be pleased to refer to the answer to the Unstarred Question 3542 given in the Rajya Sabha on the 16th December, 1992 and state :

(a) the reasons for not implementing the Sethu Samudram Canal Project in spite of the recommendations of all the committees constituted by Government and continuous representations of the Tamil Nadu Government; and

(b) whether Government propose to approach the multinational companies which have experience in similar canal projects to take up this project in the private sector ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Due to financial constraints Sethu Samudram Canal Project has not been included in the 8th Plan.

(b) No, Sir.

रेड लाइन बसों में दिल्ली परिवहन निगम के पास

1951. **श्री राम नरेश यादव** : क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार रेड लाइन बसों में दिल्ली परिवहन निगम के मासिक पास को अनुमति प्रदान करने पर विचार कर रही है ;

(ख) यदि हां, तो इन पासों को कब तक अनुमति प्रदान किये जाने की संभावना है; और ।

(ग) भविष्य में बढ़ती हुई यात्री संख्या की आवश्यकताओं को पूरा करने के लिये दिल्ली परिवहन निगम की कितनी बसें चलाई जायेंगी ?

जल भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) जी, नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) आर्थिक तंगी के कारण दिल्ली परिवहन निगम के बेड़े में वृद्धि करने का कोई प्रस्ताव नहीं है ।

Development of Roads in Madhya Pradesh during 8th Plan

1952. SHRI DILIP SINGH JUDEV : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the total outlay fixed for National Highways during Eighth Plan;

(b) the amount out of above that is proposed to be spent in Madhya Pradesh in the above plan period; and

(c) the details of steps taken to complete the incomplete State roads in Madhya Pradesh which were started in the Central sector ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) An outlay of Rs. 2460.00 crores has been earmarked for developments of National Highways during the Eighth Plan.

(b) It is not possible to indicate the amount proposed to be spent in the Plan period in Madhya Pradesh as it would depend upon the actual allocation of funds year to year.

(c) As Government of India are primarily responsible only for roads declared as National Highways, the question of completing the incomplete State roads in Madhya Pradesh in the Central Sector does not arise.

Recommendations of National Road Safety Council

1953. SHRI KRISHNA KUMAR BIRLA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the National Road Safety Council has set a target to bring down the